

The Reservist

May-June 1983

U.S. Department
of Transportation

United States
Coast Guard



Admiral's corner

Recently I made a change in our procedure for advancing qualified reservists to E-7, E-8 and E-9. Each year the applications and accompanying paperwork have been notoriously incomplete. Advancements were held up until the bulk of the applications were correctly completed. This year I said all qualified individuals whose applications were correctly completed were to be advanced on 1 March. The remainder would just have to wait. As a result, this year 31 individuals were advanced on 1 March and 101 on 1 April. I intend to continue this procedure.

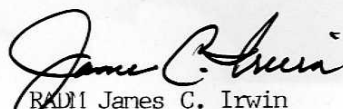
These paperwork problems would not have occurred if everyone had used the CPO Check-Off List for Reservists, Form CG-5275, properly. That form was developed to provide a checklist of eligibility requirements and to highlight the areas where mistakes are most commonly made. Anyone interested in advancing to E-7, E-8, or E-9 should get a copy of the CPO Check-Off List and use it as a guide for their training. Everything on the sheet must be completed before a servicewide exam can be requested.

Failure to meet the correspondence course requirements is the most common reason for a person to be declared ineligible for advancement. Problems arise when a commanding officer recommends someone who has taken an end-of-course test but has not received a completion letter, or when the reservist and the training officer fail to note that a course no longer meets currency requirements, or when personnel are recommended for E-7 even though they have never completed the E-6 rating correspondence course. Good Career Development Program counselling will keep reservists advised of their advancement requirements.

Failure to complete all required practical factors is another common error that is found when checking CPO candidates' eligibility for advancement. Sometimes new factors which have been added to the Enlisted Qualifications Manual have not been added to the Practical Factor Sheets (CG-3303C), but sometimes factors that were already printed on the sheets are missed when checking the factors or when transcribing completion notations from a work copy to the official copy of the CG-3303C.

The correspondence course and practical factor problems have been noted when processing CPO candidates, but the fact that they occur so frequently in that process causes me to be quite concerned with the possibility that errors may be occurring in lower pay grade advancements also. I urge everyone involved in Reserve advancements to put forth the effort required to insure that only fully qualified personnel are recommended for advancement. It is disappointing for a candidate who scores highly on an exam to be told that there will be no advancement because a requirement has not been met.

Finally, I want to stress to Reserve unit commanders the importance of their role in the advancement process. Unit commanders must at each occasion ensure that their personnel are fully qualified for participation in the advancement process before they affix their approving signatures to the Advancement Recommendation and Servicewide Examination Request. Remember, district commanders must return requests for incompleteness or candidate ineligibility.



ADM James C. Irwin
Chief, Office of Reserve



THE COMMANDANT OF THE UNITED STATES COAST GUARD
WASHINGTON, D.C. 20593

25 April 1983

Dear Friends in the Coast Guard:

Gracey's law says, "If anything can go right, it just might." That law has recently run afoul of Murphy's thought that if things can go wrong, they probably will.

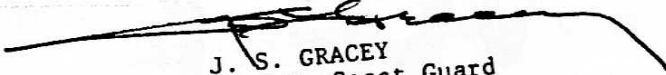
I am talking about the April issue of DEFENSE 83. In that magazine there were articles carrying the by-line of each service chief, including the Commandant of the Coast Guard. Each article, except one, spoke about the Reserve component of that service. Murphy was indeed at work, and Gracey's law missed one of its "just might's." As the author of that law (but not the article), I do accept responsibility for the miss, and hope you'll accept my apology for the fact that the Reserve was not mentioned in the Coast Guard article. I was mortified when I read the article and saw no mention of the Coast Guard Reserve.

I think you know how I feel about our Reserve. They are an essential part of our wartime resource. Even without a national emergency they make a significant contribution through augmentation to the Coast Guard's daily efforts in search and rescue, law enforcement, and readiness training. In any scenario, the Coast Guard has an important role to play, and the Coast Guard Reserve is an important part of that action.

As Commandant--and personally--I am committed to our Reserve and its health. Whether that health includes 15,500 Selected Reservists, the level indicated by our current plans, or more, which is the initial indication as we update and revalidate these plans, we do need to grow from our present level of 12,000. We have a feasible growth plan. One way or another we are going to get the Selected Reserve to where it needs to be, both in numbers and skills.

While I am not at all happy about the circumstance that led to my writing this letter, I am glad to have a chance to tell you a bit about our plans and about the high esteem in which I hold Coast Guard Reservists. Stand tall...and keep up the good work. You are very important to us.

Sincerely,


J. S. GRACEY
Admiral, U.S. Coast Guard

brief comments

New reading for boat crewmen

There are new qualification and certification manuals for boat crewmen. Commandant Instruction M16114.6 (old CG-313) is now broken into 4 volumes. Volume I is for the Crewmember, Volume II is for the Coxswain, Volume III is for the Heavy Weather Coxswain & Surfman, and Volume IV is for the Boat Engineer.

A few key points which reservists who are boat crewmen (or are training to be) should be aware of include:

1. Current certification as a crewmember, coxswain, or boat engineer is valid until 1 October 1983.

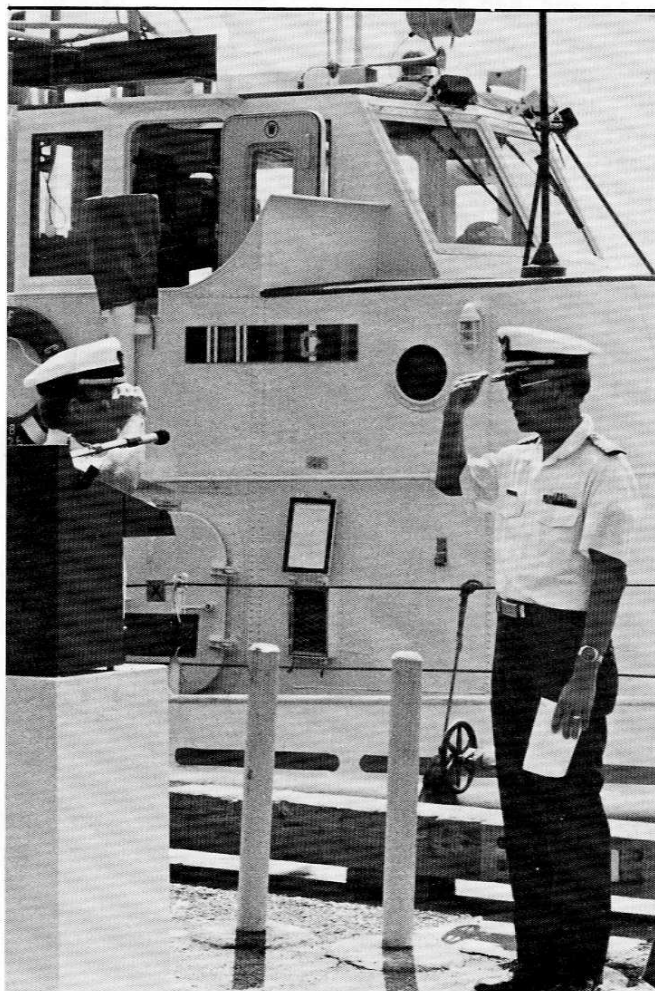
2. After 30 September 1983, no boat may get underway, for any purpose, unless each crewmember required for that type boat has been certified under the new program.

3. Personnel who were not certified as a crewmember, coxswain, or boat engineer when the Commandant Instruction M16114.6 arrived at their unit, cannot be certified until they become qualified under the provisions of the new program.

4. Commanding officers of Reserve units are authorized to certify members of their unit only if the assigned boats are

used solely for training. Therefore if any operational missions are performed on the assigned boats-- SAR, ATON, Boating Safety, etc.-- the Reserve unit commanding officer is not authorized to certify members of that unit.

5. Certification under this program appears to be a formidable task because of the size of the manuals and the number of tasks to be signed off. However, personnel who are already certified as a crewmember, coxswain, or boat engineer should require little or no additional training to complete the qualifications.



During a brief ceremony at Maalaea Harbor, Maui, Hawaii, the seventh Reserve unit of the 14th Coast Guard District was commissioned on March 5, 1983. LT Jon Dilloway, commanding officer of the unit, read the unit's commissioning orders. The unit's members will augment the crew of the 95-foot cutter Cape Corwin, here, inspected by RADM Bernie E. Thompson, 14th District Commander, as CAPT J. W. Duenzl and LT(jg) Dave Quick look on. Photos by Lt(jg) Deborah Dombeck.



Item 13 made easy

The computation of the number of days ADT served in pay grade for Item 13 of form CG-4716 (Advancement Recommendation and Examination Request) has presented some problems. As a result, G-RT is rewriting the instructions in Enclosure (7-3) of the Reserve Administrative Manual (COMDTINST M1001.26) to clarify the types and numbers of days of duty allowed in making the computation.

Of particular note is a change in the equivalency of AD/EAD (Active Duty/Extended Active Duty). In computing Item 13 under old guidelines, a reservist with AD/EAD time in path-of-advancement rate was entitled to the equivalent of one day ADT for each month, or fractional month of 15 or more days of AD/EAD. Under proposed guidelines, this same reservist will receive one day ADT for each day of AD/EAD in the path-of-advancement rate for a maximum total credit of 15 days for each year or fractional year thus served.

This means, for example, the former AD/EAD reservist whose final year in active service consisted of five months and 13 days, will receive an equivalent of 15 days ADT in pay grade. Under the old rule he would have received five days.

Why stand and wait?

Many of you reading this article are not currently members of the Selected (drilling) Reserve. Some reservists are former active duty personnel who are "waiting out" the remainder of their obligation in the IRR.

John Milton once wrote, "They also serve who only stand and wait." But why wait passively if you can serve actively and more effectively in the Selected Reserve?

The Selected Reserve has many openings presently, and you may be qualified for one. Interested? Then read why you should consider joining.

If you're an E-5 "over 4," you can receive \$116 for 16 hours of drill duty per month. You also have the same opportunity as active duty Coast Guardsmen to advance and thereby increase that monthly pay. An E-5 "over 4" will earn \$570 and additional housing allowances for two weeks annual Active Duty for Training (assuming married BAQ).

Many reservists find their "part-time" weekend job as rewarding for the internal satisfaction it builds as for the "extras" it buys at home. Selected reservists get to affiliate with an interesting, patriotic

and dedicated group of people. The personal relationships part-time Coast Guardsmen develop are often the most valued benefit they reap.

The job is unique-- a break and a change from weekly routine. Reservists have the chance to provide citizens in their communities with some invaluable services that are not dispensed by anyone else. Reservists spend a lot of time training for mobilization; they also may be called upon to voluntarily assist the active Coast Guard in responding to domestic emergencies.

There's security in being a selected reservist. Reserve retirement, health care, group life insurance, the opportunity for a Reserve commission, and exchange privileges are available to members of the Selected Reserve.

You retain the same rate and pay-base date that you last held on active duty (or when you previously may have been a member of the Selected Reserve). Transferring from your present Reserve status is easy. Begin the process by contacting your district commander(r) by phone or in writing.

You can serve by waiting, or you can elect to serve in the Selected Reserve.

E-6s — E-9s: Investigate the IV rating

Commandant Instruction 1233.1, issued 14 April 1982, announced the activation of the Investigator (IV) rating. Entry into this Reserve rating is at the E-6 level and may only be accomplished through change-in-rating procedures provided in Chapter Seven of the Reserve Administrative Manual (COMDTINST M1001.26). Reserve personnel employed in civilian law enforcement are encouraged to seek further information from the Reserve unit com-

manding officer or training officer.

Personnel pursuing the IV rating are advised that the practical factor qualifications for the IV rate sought must be signed off by a district office intelligence supervisor or a resident special agent detailed by the district intelligence office to perform this function. IV practical factors and knowledge factors are contained as Enclosure (1) to COMDTINST 1233.1 and should be

reproduced locally.

Several applications for IV received at headquarters did not conform to application requirements contained in Chapter Seven of the Reserve Administrative Manual and were returned for completion.

If this rating appeals to you, make sure your application package is complete. IV billets are limited and are being filled with qualified personnel on a first-come, first-serve basis.

brief comments

Something old, something new, something borrowed, someone blue

No, this is not an article about weddings. It's about the Warrant Officer Selection Battery (WOSB). "Something Old" refers to the old question bank from which items were drawn for past WOSBs. "Something New" is an entirely new pool of questions. "Something Borrowed" refers to the homemade 'study guides' in current circulation containing reconstructed WOSB questions. And "Someone Blue" will be all those who are preparing for this Dec.'s WOSB only by reviewing those 'study guides'. (Beginning in FY 84, the exam date shifts permanently to February.) The purpose of this article is to explain how the WOSB is put together and to propose some legitimate ways to study and prepare for it.

The objective of the WOSB is to determine who has general knowledge roughly equal to two years of college. The WOSB has questions that measure general reasoning ability as well as knowledge of basic college English, math, history, science and social studies. Questions on general Coast Guard knowledge are also included.

There are not any rate-specific questions for two reasons. First, since the warrant officer spe-

cialties include members from several ratings, it would be impossible to ask technical questions that are fair to all test-takers. Second, candidates for warrant officer have already been recommended for chief in their respective ratings, thus demonstrating sufficient mastery of technical knowledge.

The Coast Guard knowledge questions were developed by USCG Institute personnel based on the Warrant Officer Qualifications outlined in Chapter 1-D of the Personnel Manual. The rest of the questions (about 85% of the test) were developed by professional test-writers outside the Institute. The general reasoning questions were of the type used on college level entrance examinations across the country. The English, math, science, history, and social studies questions were drawn from freshman and sophomore course books generally recognized as standard college introductory course material in both two and four-year colleges.

How does one get ready for such a general test? Well, the best preparation would be actually going out and getting a two-year college degree emphasizing those courses in the academic areas

mentioned above. The next best preparation might be to visit a local college and buy its introductory texts in those subject areas to study independently. The least thorough but perhaps most practical method of short term preparation would probably be to get a study guide or set of practice tests that deals with general aptitudes and the specific academic subject areas. Several companies publish such aids which include detailed explanation of how questions are constructed, as well as provide a number of practice questions in each subject area. Additionally, there are many DANTES tests in these subject areas which might serve as a good source of preparation and exposure to the types of questions you'll encounter on the WOSB.

A final piece of advice is to follow the instructions for test-taking and relaxation techniques explained in the Test-taking Blues article in the Coast Guard Institute's February Correspondent. If you use those suggestions and work methodically through the WOSB, you'll probably increase your score and your overall chances for selection to Warrant Officer.

New eligibility requirements for ADT courses

Change Two to the Reserve Training Manual (COMDTINST M1500.12) includes new eligibility requirements for these ADT courses: Petty Officer Leadership, Small Arms Instructor, Small Boat Operations, and YN Basic.

Beginning 1 October 1983 only first class petty officers will be eligible for the Petty Officer Leadership course.

Only enlisted personnel are eligible for the Small Arms Instructor course. Also, those re-

servists who are scheduled to attend the Small Arms Instructor course must send a certified copy of a current Small Arms Target Practice Report (CG-3209) that shows qualifications within the past year on all standard service weapons to their district commander(rt) before orders will be issued.

Beginning 1 October 1983, the only enlisted reservists who will be eligible to attend Small Boat Operations will be those with BM and Q1 ratings.

YN Basic is now open to reservists who are pursuing a lateral to the YN rating. Those yeomen (E-4 to E-6) who desire refresher training can also attend YN Basic.

In a change to the last issue of The Reservist, the Port Security Basic correspondence course will be accepted in place of the PS3 correspondence course for those enlisted personnel (E-4 to E-6) attending the Port Safety and Security (PSSE) courses in FY 1983 only.

Experience indicator codes Requirements change for 42, 49

Change Three to the Reserve Administrative Manual has been distributed. With this change, the Port Safety (42) experience indicator code requirement has been revised to include the Port Securityman Third Class correspondence course and any two of the following:

Correspondence courses

Coast Guard Law Enforcement
Port Securityman First Class

ADT courses

Port Security/Safety
Marine Environment and Systems II

In addition, the Marine Environment and Systems I active duty training course will be recognized until December 1986.

The Explosive Loading (49) experience indicator code require-

ment has been redefined for resident and non-resident courses. Under the new change at least one of the following must be completed as part of the third option in acquiring the code:

Correspondence courses

Port Securityman Third Class
Port Securityman First Class

ADT courses

Port Security/Safety
Marine Environment and Systems II
Explosive Loading Supervisor

In addition, Port Securityman Basic correspondence course and Marine Environment and Systems I ADT course may be used until December 1986 in meeting the requirement for or maintaining currency in the Explosive Loading code.

A time and a place for classified courses

Coast Guard security regulations require that classified correspondence course materials be entered into the Reserve unit's Classified Material Control System. Reservists enrolled in these courses are not allowed to take these materials home. This means the enrollee must work on the course at the Reserve unit either during drills, between drills, or after drills. Reservists who work on correspondence courses during drills cannot receive retirement point credit for those courses.

Rating correspondence courses for Radarman (RD) and Sonar Technician (ST) are currently the only Coast Guard Institute rating courses that contain classified materials. Under new guidelines, automatic retirement point credit has been removed from these cor-

respondence courses.

Reservists in these ratings may receive retirement point credit for the completion of RD and ST rating courses in the future only if it is established that these courses were worked outside of drill time. This will require that Reserve unit COs make a written request via the chain of command to the Commandant(G-RT) for issuance of retirement points based on the percentage of the course completed outside of drill time.

RD and ST reservists will, of course, be officially recognized for rating course completions even though they may not be entitled to retirement point credit.

The new guidelines on classified correspondence courses will be issued in Change Four to the Reserve Administrative Manual.

THE COAST GUARD RESERVIST is published bi-monthly by the Commandant of the United States Coast Guard.

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This material is printed as information only and is not authority for action.

Members of the Coast Guard Reserve are invited to submit articles, photographs and artwork to the editor for possible publication. By-lines will be given.

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CG-288

On the cover-- Seafarer wears a 19th Century cork lifesaving device. Coast Guard historical photo.

Cutterman error

Change One to the Personnel Manual concerning the Cutterman Insignia was printed in error. The old eligibility criteria will be used until new changes are approved. Read AIDIST 095/83 for more details.

Your PFD:

Your friend for life

By the Coast Guard Boating Safety Division



Reservists should be aware that June 5-11 is National Safe Boating Week. This year, the Coast Guard is emphasizing the usefulness of Coast Guard-certified Personal Flotation Devices (PFDs). PFDs are lifesavers. Reservists should wear them as regulations require when they are on duty, as well as enforce the laws governing them as they apply to the boating public. The facts and theme of the article below will be those advanced by the Coast Guard in early June and will remind those who read it of the advantages of wearing a PFD. The article is adapted from a slide presentation entitled "Your Friend for Life," which is available from G-BBS-4.

Every year millions of people enjoy our nation's waters in activities ranging from fishing to speedboating.

Unfortunately, accidents do happen, and every year hundreds of people lose their lives in boating accidents.

In 1982, 70 percent of boating accident fatalities were the result of capsizings, sinkings, or falls overboard. The tragedy is that as many as 75 percent of the victims might have lived, had they been wearing PFDs.

In the past, PFDs were often bulky, uncomfortable, and unsightly. Some were even dangerous. It was easy to understand why people avoided wearing them. But this is no longer the case.

In the last several years, the Coast Guard and

PFD manufacturers have worked to develop and produce new and attractive PFDs that are comfortable, well-fitting, and available in a variety of styles. Equally important, PFDs have been developed to meet the unique requirements of specific water sports and activities. Today's PFDs not only provide protection and convenience, but they identify the wearer as a participant in a particular sport.

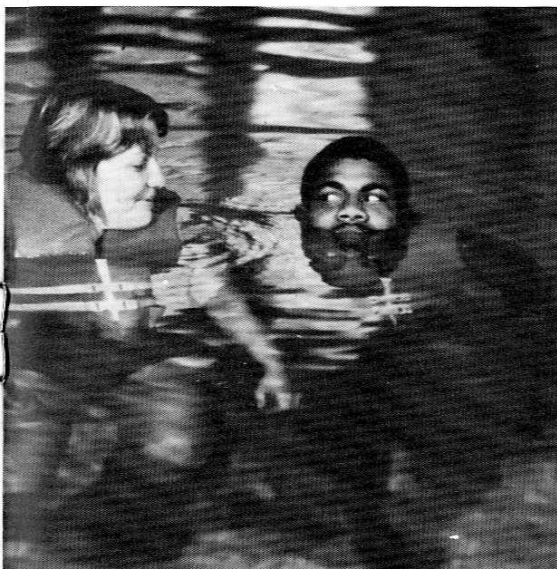
The law requires every boat to carry one PFD for each person on board, including towed water skiers. This PFD must be the proper size for the intended wearer. If the boat is 16 feet or longer, there must also be a throwable device aboard for man overboard protection. All PFDs must be Coast Guard-approved.

At Coast Guard-certified facilities such as Underwriters Laboratories, PFDs undergo a variety of tests to ensure that they meet Coast Guard standards.

PFDs come in a wide variety of styles, colors, and shapes. There are only five "Types," however.

Type I, the life preserver, has the greatest amount of flotation and is designed to turn most unconscious people face up in the water.

Type II, the buoyant vest, is more wearable than Type I but provides less flotation. Its turning action is not as pronounced as that of a Type I, and the device will turn fewer persons face up under the same conditions as a Type I.



Type III, the marine buoyant device, is available in a wide variety of designs, colors, and sizes. This type enables a wearer to place and keep himself in an upright position. Some Type III PFDs provide considerable protection against hypothermia. Many PFDs in this category have been designed to meet the specific requirements of such water sports as skiing, sailing, and hunting. Because they are so wearable, they are rapidly becoming the choice of many of today's boaters.

Type IV is the throwable device. This category includes buoyant cushions, ring buoys, and horseshoe buoys, all of which are designed to be thrown to a person in the water and grasped and held by him until he is rescued.

Type V PFDs are special-purpose devices designed to meet specific needs. Some, with hooks, are used for sailboarding and "hiking out" (leaning off the side of a sailboat to act as a counterbalance). Another style, designed for white-water paddling, has a slit-and-hinged bottom so the wearer can get into a kayak. It also has a padded hood behind the head for protection. Remember: these PFDs are acceptable only when used in the sport for which they were designed.

Since PFDs are personal flotation devices, they must meet the wearer's personal flotation requirements.

People, like PFDs, come in many sizes. What fits one person may not fit another. Make sure you select the one that's right for you.

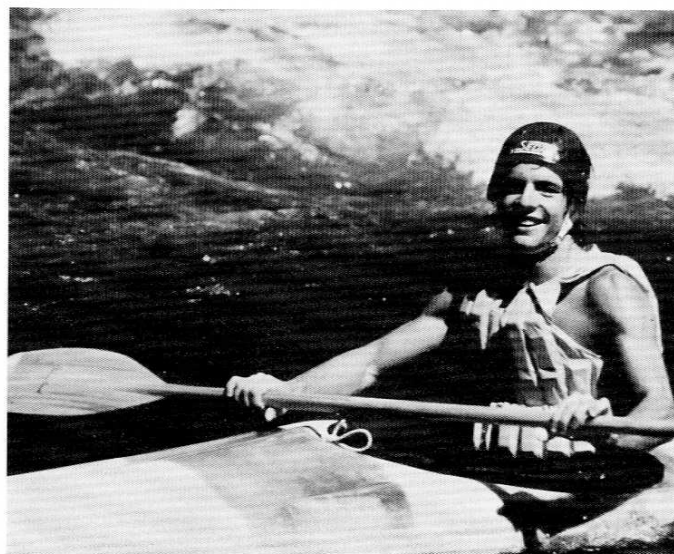
Individuals also vary in buoyancy. A 200-pound man with a high percentage of body fat may weigh only seven pounds in the water, while a muscular 110-pound woman may weigh 11 pounds in the water. The same PFD may therefore float different individuals differently.

Some people, particularly infants and the handicapped, have special problems. In the case of small children, for example, most of the body's weight is in the head. The PFD must be constructed to compensate for this. PFDs for handicapped individuals also concentrate flotation at the top of the body, in the collar, to make sure the head remains above water. Wearers should water-test their PFDs.

For a PFD to function properly, it must also be correctly adjusted. For example, if a water skier falls, a loose PFD may ride up and pin his arms to his head. A second possibility is that the skier will float, but his head will be underwater.

Select your PFD carefully. Make sure it fits you properly, and follow the manufacturer's instructions for taking care of it. If something should happen to you and you suddenly find yourself in the water, your PFD will take care of you. It can save your life-- but only if you're wearing it-- buckled!

Opposite page-- Boating is usually a safe sport, but accidents do happen. PFDs must meet "personal" needs. Above left-- Individuals wearing the same type and size PFD vary in buoyancy. Center-- People and PFDs come in many sizes. Right-- Small girl wears PFD specially designed for children. Below-- Kayak enthusiast wears a Type V PFD. Photos by LT(jg) Craig Thurber.

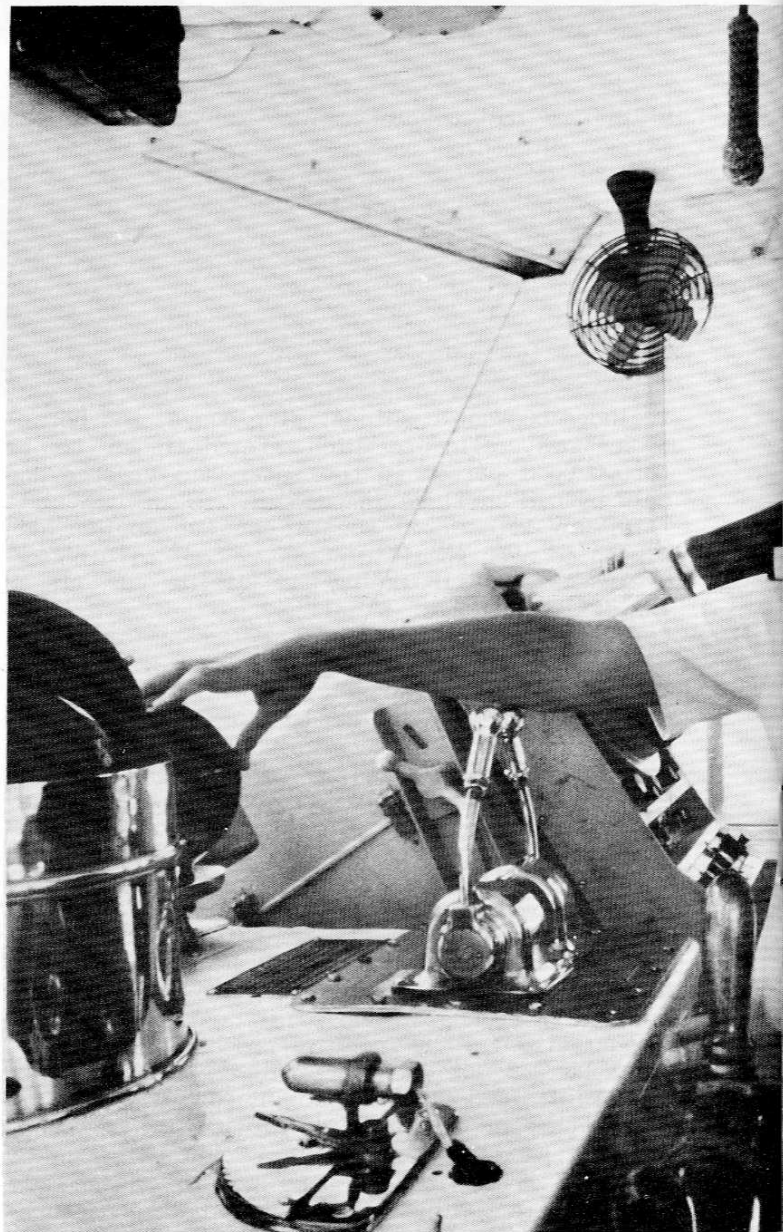


War, Women, and Ships

The Coast Guard assigns personnel to mobilization billets according to individual qualifications, without regard to gender.

From time to time, the question has been raised whether the Navy would require the Coast Guard to remove women from cutters in time of war because of legal prohibitions against women serving on board combat ships.

The Coast Guard acts on the orders of the Secretary of the Navy when the Coast Guard operates as part of the Navy. 10 U.S.C. 6015 prohibits the assignment of women members of the Navy to vessels or aircraft engaged in combat missions. Does the addition of these two facts mean that Coast Guard women will be taken off Coast Guard



LTJG Beverly Kelley is the first women to command a U. S. military vessel, the USCGC

vessels if our country should become involved in war? Recently, the Coast Guard's position on this issue was defined.

Men and women on Coast Guard vessels are trained to function as an integrated team. Removal of women during wartime would degrade the operational readiness of Coast Guard vessels while replacement personnel were trained.

Admiral Gracey is committed to the complete integration of women into the Coast Guard. The following is the Coast Guard's formal policy statement on the subject of Coast Guard women on combat ships during wartime.

This statement applies equally to reservists who hold mobilization orders to these vessels.



"It is not considered a practical matter to remove women from those Coast Guard cutters which might be assigned combat missions when operating with the Navy. Coast Guard women are an integral part of the crew and would be in various positions of responsibility, including: Commanding Officers, XO's, EO's, OPS Officers, and critical enlisted ratings. The removal of these key personnel on short notice would weaken our military readiness capability and have major operational impact on some units due to the training and experience needed for these jobs. Any provisions which would require the Coast Guard to train one crew for a vessel's peacetime missions and another for its wartime missions are fundamentally unsound. The removal of women from deployed vessels would further complicate the matter."

Newagen. Official USCG Photo.

What did reservists do

What do reservists do when autumn succumbs to winter?

Pleasure boaters retreat to ski slopes and warm hearths or hot sunny islands. Cold snow-occupied days mean that many northern Reserve units' training small boats are taken from the water, repaired if necessary, then stored for the winter. But what becomes of the reservists?

Weekend drill sessions are usually devoted to

classroom instruction. Reservists study their mobilization assignments, review their ratings, fulfill rating course requirements and update their mobilization data forms. During some weekends, Reserve units are able to arrange and offer members instruction in specialized areas.

Following are summaries of the activities that took place during two winter weekends at two Third District Reserve units.

Resourceful members of Reserve Unit, Station Burlington didn't let ice and winter weather prevent them from learning more about cold water lifesaving. At a local university, they practiced survival skills in water that was free of ice and snow.

Outside the university gymnasium, snow accumulated silently on the ground while temperatures hovered near freezing. Inside, twenty members of the northernmost Third District Reserve unit practiced cold water survival.

The members of the Reserve unit obtained permission from Norwich University, a four-year military college in Northfield, Vt., to use its swimming pool and facilities for their weekend training.

Jan Cleary, Associate Professor HPER (Health, Physical Education, and Recreation) and wife of one of the unit members arranged the lessons and taught the reservists cold water survival techniques and cardiopulmonary resuscitation. She is certified by the American Heart Association as an instructor/trainer for CPR and by the American Red Cross as a water safety instructor and small craft safety instructor.

The reservists tried out new cold water survival suits and different types of life preservers. Members of the unit's boat crews completed some of their practical factors and were able to get signed off in applicable portions of CG-313. Some reservists obtained certification from the American Heart Association in Basic Life Support.

Unit members found the winter lesson useful, rewarding and fun.



Above-- BM2 Ricky Jean and QM2 Ted Cote don cold water survival suits.
Below-- Reservists practice cold water survival in Norwich University pool.



this winter?

By LCDR S. R. Smith and PA1 F. D. Fahs

Muster at 7:45 a.m. Saturday, January 22 was a bit hectic for the Reserve group and units augmenting Coast Guard Base Gloucester City, N.J. They participated in their second annual Joint Training Exercise (JTX) at the naval base in Philadelphia, Pa.

After inspections and morning instructions, section leaders received their rosters and business began. At 9:00 classes on mobilization, NBC warfare, UCIU, first aid, mobilization, fire-fighting, and port safety began. During classes, unit personnel officers conducted personnel checks and updated information on their people. New ID cards and uniforms for new members were issued, and mobilization orders were assigned as needed.

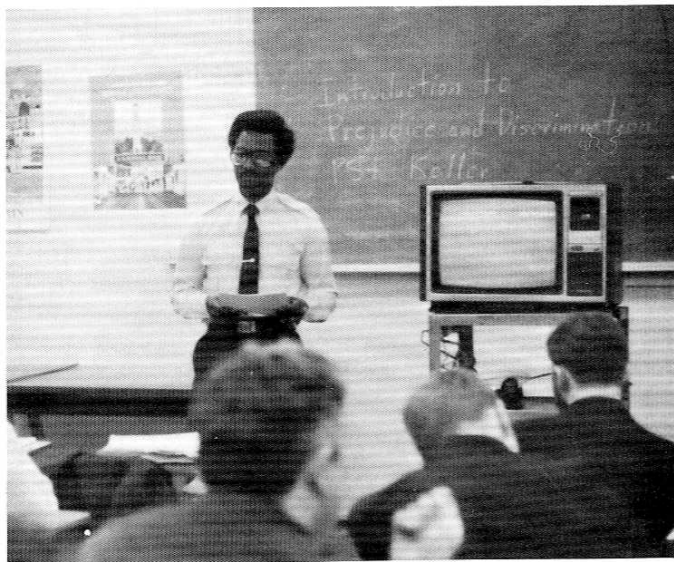
ICDR C. A. Wethe, Reserve Group Training Officer, knows the reservists at Gloucester. His knowledge facilitated his job of assigning instructors and section leaders for the JTX.

Months of preparation made good teachers of the people who were chosen to conduct classes. With only one class period per subject, careful thought was required to adequately condense each topic. The classes were approximately one hour with a short break between each.

Saturday's end came swiftly when construction crews in the area accidentally set off a fire which caused the evacuation of the building just after 4:00.

HS1 Randy Cooper taught first aid and CPR classes before he administered immunizations on Sunday morning. Afterward, PS1 Tyrone Keller led a lively discussion on human relations (prejudices and discrimination). Almost all of the reservists participated by sharing thoughts, observations and personal experiences. After the class, the participants filled out critiques on the effectiveness of the JTX.

The weekend came to a close with everyone feeling more informed about his own job, the overall Coast Guard mission, and how to accomplish a lot in a short time.



Above-- PS1 Tyrone Keller leads a class on human relations. Above right-- HS1 Randy Cooper makes sure unit reservists remain immunized. Right-- New members receive uniforms.

Are you afraid of the dark?

By LT(jg) Mike Price

Are you afraid of the dark?

Good news if you are! The Coast Guard is now testing night vision scopes that will help you perform your mobilization assignment more effectively in the dark. Night vision scopes have been used by the military since World War II. The improved models on today's market are the result of recent breakthroughs in micro-technology.

Information gained from recent mobilization exercises indicates that night vision equipment improves port security operations. Several Coast Guard programs currently use night vision scopes for a variety of missions including law enforcement, SAR, and pollution response. In each of these missions, however, the scopes have been used only in an open ocean environment.

Members of the Office of Reserve were intrigued by these instruments that give their users the eyes of a cat at night. The idea that this sort of equipment might prove highly valuable in port security operations caught on quickly.

Experimenters tested several second-generation starlight scopes (image intensifiers) in a nighttime port environment. Image intensifiers were first developed in the late 1950s to provide the user with the ability to "see" during periods of lowlight levels by amplifying the glow of the moon and stars (hence, the name "starlight scope"). Unlike flashlights, image intensifiers are "passive" and do not contain a light source.

On November 6-7 1982, LT(jg) Mike Price tested three starlight scopes during a military readiness exercise conducted at NAS Los Angeles/Long Beach, Calif.: the NVS-500 long-range scope, the NVS-100 medium-range scope and the NVS-80 short-range scope. All three models are hand-held for easy use in a small boat or vehicle.

First, static tests were conducted from a Coast Guard 41' UTB and a 30' Coast Guard Auxiliary boat. Then an operational test scenario was set up.

Two terrorists (exercise actors) in a low-profile rubber boat were directed to penetrate two security zones and plant simulated bombs at a chemical storage area.

The Coast Guard patrol boat assigned to the first zone was not equipped with starlight scopes and failed to detect the terrorist boat. The Coast Guard auxiliary vessel JUNE BUG, patrolling the second zone, did have starlight scopes. B13 David Gibson, using the NVS-500 scope, sighted the terrorist boat at approximately 800 yards. B13 Gibson and B13 Susan Fisher, who was using the NVS-100 scope, began tracking the suspect craft. The coxswain and other crewman could not see the rubber boat, so the reservists using the scopes verbally guided the coxswain to the target. At 50 yards, the terrorist boat was intercepted and ordered to heave to. The terrorists were captured 100 yards from the target facility, their attempt at sabotage a failure.

Several conclusions were drawn from the static and operational tests:

Starlight scopes work effectively in a nighttime port environment.

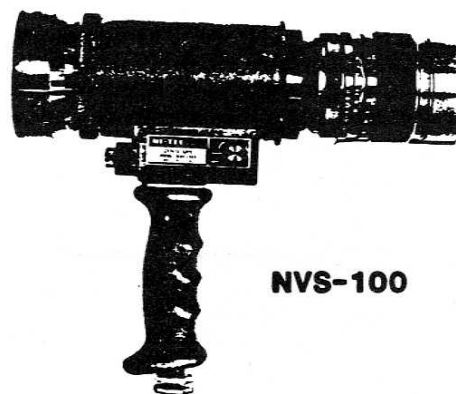
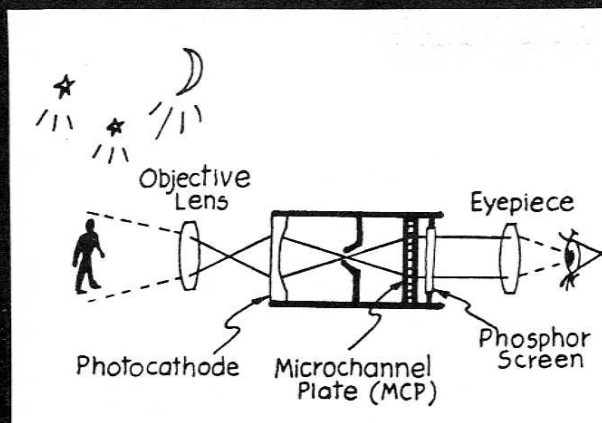
Minimal training is necessary for personnel to use starlight scopes.

The NVS-100 was evaluated as the best scope overall, since it offered the best combination of range, weight and cost.

Starlight scopes give security forces a definite nighttime military advantage; before the eyes of port securitymen, they limit the advantage night affords terrorists or criminals.

As a result of this evaluation, the Commandant is now purchasing starlight scopes for use by Port Security Forces during mobilization exercises and wartime operations. Furthermore, starlight scope training is being developed for several Reserve ADT courses.

Now, with night scope in hand, port securitymen need no longer fear "invisible" things that go bump (or splash) in the night.



Figures show the operating parts and external view of the NVS-100 medium-range, hand-held starlight scope. The Office of Reserve selected this model for use in future port security operations.

opportunities

One O-3 or O-4 with analytical and writing skills to assist in preparation of a study to determine polar icebreaker needs for the next 20 years. ASAP for 90 days at Headquarters (G-OIO). For more information contact CDR Caster (FTS) 426-1870 or (commercial) (202) 426-1881.

One O-1 to O-3 or senior enlisted person with a background in historical research to assist in cataloging materials at federal record centers. Starting on or about 6 June 83 for 120 days at Headquarters (G-BPA). For more information contact Dr. Scheina (FTS) 426-1855 or (commercial) (202) 426-1855.

One O-2 to O-5 architect or engineer familiar with Coast Guard procedures in construction design and specification writing. ASAP for 120 days at CG District Eleven (ecv) Union Bank Bldg., 400 Oceangate, Long Beach, CA. For more information contact CDR Reissig (FTS) 984-9250 or (commercial) (213) 590-2550.

One YN3 to YN1 with experience in word processing equipment. ASAP for 120 days at Headquarters (G-CPI). For more information contact CDR G. P. White (FTS) 426-2280 or (commercial) (202) 426-2280.

One E-6 to O-4 to assist in development of equal opportunity course. Background in education with emphasis on curriculum development and experience in human relations and equal opportunity is desired. 120 days at Defense Equal Opportunity Management Institute, Patrick Air Force Base, Fla. For more information contact CAPT. Baskin (G-H) (FTS) 426-1563 or commercial (202) 426-1563.

Attention CPO candidates

Planned changes in the Reserve enlisted advancements system are expected to result in increased advancement opportunities for E1, E2 and E-3, E-4 and E-5 candidates commencing with the October 1983 CPO competition cycle.

MSC positions

The Military Sealift Command is still accepting applications for a variety of interesting assignments aboard MSC's diversified fleet. The fleet currently contains over 60 ships including oilers, scientific support ships, oceangoing tugs, roll-on/roll-off ships, cable layers, tankers and stores ship.

Immediate employment is not available for all positions, but qualified applicants will be placed on employment lists for future consideration.

You must have the appropriate U.S. Coast Guard Merchant Marine document or validated documents with the necessary endorsements to qualify for positions. For more information concerning a career with MSC write:

Commander
Military Sealift Command
(ATTN: Marty Bloom, M-22C)
Washington, D.C. 20390

West Coast

First officers (prefer applicants possess unlimited Master's license)

First Assistant Engineers (Diesel --prefer applicants possess unlimited Chief Engineer's license/Diesel)

Radio officers
Deck Engineer-Machinists

East Coast

First Assistant Engineers (Diesel --prefer applicants possess unlimited Chief Engineer's license/Diesel)

Increased awards credit

Beginning with the October 1983 competitive advancement cycle, credit for all awards will be allowed without regard to their use in a previous advancement. The Reserve Administrative Manual will be changed to reflect this. You should read enclosure (7-3) of the manual for creditable awards and information on maximum points allowed before you submit your request (form CG-4716) for the October 1983 examination.

RU Duluth joins MSO

Reserve Unit Duluth relocated its office and drill spaces to Marine Safety Office Duluth on March 19 and 20, 1983. This relocation was made necessary by the closing of the Naval Reserve Center in Duluth. Both RU Duluth and MSO Duluth expect to gain benefits from the move as their collocation will provide better opportunities for augmentation and training for mobilization.

Any correspondence to RU Duluth should be sent to the following address:

Commanding Officer
USCG Reserve Unit Duluth
Canal Park
Duluth, MN 55802

Normal telephone operations for RU Duluth at (218) 727-4446 will be restored by June 1983. Until then, this unit may be reached at (218) 727-7508 on drill weekends.

The stationkeeper for RU Duluth plans to be present at MSO Duluth on Wednesdays. In addition, official messages to the unit on weekdays will be received by the MSC members.

DISTRIBUTION (SDL No. 117)																												address changes directly.		
	a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u	v	w	x	y	z	aa	bb		
A	3	2	1	3		2	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1								Bc: 5th(25), 1st,2nd,3rd,
B		3	*		1	1	75	275	1	2	1	1	1	300	1	50	1	3	1	1										7th,8th,9th,11th(100);
C	5	3	1	3	2	1	1	1	1	1			3		1	1	1		1	1	1	1	1	1	1		1		12th,13th,14th,17th(50)	
D	4			1			1		1	1	1	1	1	1	1		1			1	1	1			1	1	1			
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